

## Speed Letter.

QTXCF 8.421  
9/30/1980To J.N. BONE,  
SEATTLE, WA.From G.E. HAUG, ENGR. DIV.  
SEATTLE, WA.Subject Realignment of Curve No. 8 near QUENDALL, WA.-No. 9 & 10 FOLD  
MESSAGE

I am attaching 3 prints showing revised curve data and stationing for  
Curve No. 8 near QUENDALL, WA., which was realigned recently.

DIRECTOR ENGINEERING  
B. N. INC., SEATTLE

ATTACH	FILE	NOTE	FILE
HEM	HEM	NOTE	FILE
HWB	HWB	NOTE	FILE
WGM	WGM	NOTE	FILE
WJZ	WJZ	NOTE	FILE
JEL	JEL	NOTE	FILE
UPA	UPA	NOTE	FILE
DEP	DEP	NOTE	FILE
VKS	VKS	NOTE	FILE
WAG	WAG	NOTE	FILE

SEP 4 1980

Date 9-3-80

Signed

G.E. HAUG

G.E. Haug

approx. 1 1/2' throw - map.  
Parker has 5 cars pit run  
& 2 air dumps. June (chip)  
in order & will complete work  
soon as material received -  
will definitely line to station - Per LAR.



1  
 JNB  
 ATTN: DFB  
 Curve has been staked  
 & we will realign TRAC  
 As per your letter of July 30, 1980  
 RFK  
 8-21-80  
 Inspections (LAP)

Seattle, Washington  
 July 25, 1980

DIRECTOR ENGINEERING B. N. INC., SEATTLE			
ATTACH FILE	NOTE	HANDLE	FILE PAPER
JNB	<input checked="" type="checkbox"/>		DFB
HEM	<input checked="" type="checkbox"/>		RWC
HWB			RDZ
LLG			DEV
WTM			IMG
WJZ			WBR
JEL			CPW
DPA			LLW
DEP			EEG
VKS			ALF
WAG			ABM
			MBJ

SEE ME

AUG 25 1980

Mr. G. W. Saylor:

Quendall X

It is understood that there is discussion concerning the possible construction of rail type retaining walls in the vicinity of Curve 8 on the Pacific 7th Subdivision, located between Bellevue and Scopa.

Would suggest that survey be made and locations established as to where this work is felt desirable or feasible and that this work be considered in the 1981 program. Would appreciate your advice concerning the further handling of this matter.

J. N. Bone  
 Director Engineering  
 DFB/afe.7

cc: Mr. R. F. Knutson  
 Mr. L. A. Parker  
 Mr. R. F. Knutson

RFK  
 Air Dumps ordered  
 & track will be lined  
 as soon as subgrade  
 complete 8/11/80  
 JNB

CURVE No 7-B

P.C.C. 850 + 88.4

5-26' Ch. ~ Δ = 2° 30'  
100' Sp. ~ Sp. Δ = 1° 57' 30"

P.C. 849 + 88.4

P.C. 849 + 58.4

← TO BENTON

849 + 56

M.P.  
8

P.T. 847 + 10.3

P.T. 847 + 08.8

7-33' Ch. ~ Δ = 4° 40'  
200' Sp. ~ Sp. Δ = 3° 50'

P.C.C. 845 + 08.8

P.C.C. 844 + 79.3

100 # B Rail

CURVE No 8

OLD  
TA = 33° 01'  
Δ = 23° 21'  
4° C.

NEW  
TA = 32° 49'  
Δ = 25° 09'  
3° 50' C.

P.C.C. 838 + 95.6

P.C.C. 838 + 82.8

7-33' Ch. ~ Δ = 4° 40'  
200' Sp. ~ Sp. Δ = 3° 50'

EQUA.

P.C. 836 + 82.8 ↑ =  
836 + 49.3 ↓  
P.C. 836 + 64.6

TO WOODINVILLE →

MAP CORRECTION

B.N. INC.

Seattle/Portland Region Pacific Divis

Realignment of Curve No. 8  
near

QUENDALL, WA.  
Engr. Div. No Scale Seattle, Wa. Sep. 2, '11

Profile 18-3

GEA ✓

Would you please  
work with RFX  
JUL 29

DF Barthel

inspected by JVB  
date - other measures  
will be taken.  
JUL 29

Seattle, Washington  
July 25, 1980

BURLINGTON NORTHERN INC.

AUG 4 1980

OFFICE OF ENGINEER, DIV.  
SEATTLE, WASHINGTON

Mr. G. W. Saylor:

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J. N. Bone

J. N. Bone  
Director Engineering

DFB/afe,7

cc: Mr. R. F. Knutson  
Mr. L. A. Parker

8/11/80

Mr. G. W. Saylor:  
Mr. J. N. Bone: ✓

Per request of Mr. Bone, I have re-run curve 8 to provide approximately 1.5' of in-throw, and Mr. Knutson has looked at the curve on the ground, and is satisfied. I am staking the curve at this time for re-lining.

G. E. Haug

gab

DIRECTOR ENGINEERING B. N. INC., SEATTLE			
ATTACH FILE	NOTE HANDLE	SEE ME	FILE PAPERS
JNB	<input checked="" type="checkbox"/>		DFB
HEM			RWC
HWB			RDZ
LLG			CEV
WTM			GMG
WJZ			WBB
JEL			CFW
DPA			LLW
DEP			EEG
VKS			ALF
WAG			ABM
			MJB

AUG 12 1980



Seattle, Washington  
July 30, 1980

*Quendall*

Mr. G. E. Haug:

The subgrade on the high side of Curve 8, Pacific 7th Subdivision, between Renton and Woodinville, has eroded to the point that it can no longer support an adequate ballast shoulder. Bank widening is not possible account the steep embankment slope to the homes on the waterfront below.

It appears that the low side of this curve can be bank widened and the track thrown inward to provide a wider shoulder on the high side.

Please arrange to stake the curve to provide about 1-1/2 feet of in-throw. The tangent between Curve 7B and Curve 8 could be slightly skewed to provide the most in-throw on the west 1/2 of the curve where the shoulder is the narrowest.

J. N. Bone  
Director Engineering

JNB/ate,5

cc: Mr. G. W. Saylor  
Mr. R. F. Knutson

~~GEA~~  
 Would you please  
 work with  
 RFR  
 JWS 7/29

JUL 29 1980  
 SEATTLE

DF Bartley  
 inspected by JWB  
 date - other measures  
 will be taken  
 JWS 7/29

Quersdall  
 X

Seattle, Washington  
 July 25, 1980

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*J. N. Bone*

J. N. Bone  
 Director Engineering

DFB/afe,7

cc: Mr. R. F. Knutson  
 Mr. L. A. Parker

DIRECTOR ENGINEERING B. N. INC., SEATTLE			
ATTACH FILE	NOTE HANDLE	SEE ME	FILE PAPERS
<input type="checkbox"/>	<input checked="" type="checkbox"/>		<input type="checkbox"/>
JNP		JUL 31 1980	
VTM			
W17			
EL			
MPA			
UEP			
VKS			ALI
WAG			ABM
			MJE